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[a1351]

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[710] [a1332]

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[a213] THE MANAGER

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Mr. Otto Wagner spoke to having seen the rings on Miss Marlowe's fingers and to having stated that the setting of the diamonds was quite safe. Witness was invited to show how the claws could be moved by the tweezers, and, after experiment, stated that in his opinion a different instrument to that produced must have been used to force the claws.

His Lordship (to the Attorney-General)—You are in this dilemma. You put the case forward as having been done by these tweezers. I am bound to say if the case is rested there, I should have to say there is no case to go to the jury. If you like to abandon—

The Attorney-General—I put it forward for what it is worth. We say the tweezers were found in her room.

His Lordship—I think you go further than that.

The Attorney-General—The evidence on this point before the Magistrate was that they had been used.

His Lordship—The difficulty is this. He could not operate before us as he has done here.

The Attorney-General—He has supplemented his evidence by experimenting on a ring. What I understand him to say was that if it had been used the tips must have been back as they are now.

His Lordship—He goes further. It was not done by that instrument. You must put your case forward. You must abandon the tweezers.

Mr. Potter—From the first it has been said: We have got the very instrument with which it had been done.

His Lordship—No.

The Attorney-General—I opened—

His Lordship—You can only open on materials supplied. Of course the prosecution has to suggest a theory. If you pledge yourself to the tweezers, I am afraid there is no case.

The Attorney-General—I don't pledge myself to the tweezers.

His Lordship—Then you must abandon the tweezers.

The Attorney-General—I see no reason for abandoning anything. One of the first things I was taught was that the bar should never abandon anything.

His Lordship—It does not preclude you from putting forward that the stones were extracted by some instrument not yet discovered.

The Attorney-General—Yes.

Mr. Franklin, government analyst, stated that he examined the powder sent to him by P. S. Watt. It was sulphate of zinc.

Cross-examined—You were directed to look for some stupefying drug and found none?—That is so.

And to look for marks of gold on the tweezers and you found none?—None.

Sulphate of zinc is an antiseptic?—Yes. Miss Doris Marlowe gave evidence as to waking up in the morning and finding that the diamonds were missing from her rings.

In cross-examination she stated that on waking her attention was attracted to her rings because the prongs were hurting her fingers. She complained to Miss Laurence, and when both of them went to prisoner's room they found her asleep. They roused her and she asked if the prosecutrix had lost a stone from her ring. Prosecutrix noticed a white soapy substance on the rings and rubbed it off two of them before she was stopped by Miss Laurence. Witness was questioned as to fastening prisoner's dress, and on a gown being produced she declared that was not the one worn by prisoner that night. She could not say whether she could fasten or unfasten that dress; it all depended on how tightly the dress fitted.

The Attorney-General—My friend had better try some experiments.

His Lordship—There are big mysteries on this subject.

Mr. Potter—I feel, my Lord, I am treading on slender ice.

Witness said that prisoner was not drunk at the time. It was not true that prisoner and she threw bottles out of the window. She remembered being awakened on the morning of the 26th by prisoner pulling her over on her right side. Witness was a light sleeper until that day. The fact of being awakened was very important.

His Lordship—Was it the fact which induced you to lay this charge?

Witness—That and the other circumstances. There can be no doubt you clearly saw defendant pulling you over?—Yes.

You were wide awake?—Yes.

You said to the Magistrate that you dimly remember her pulling you over. Which of the statements is correct?—That must be a mistake. Another mistake of the Magistrate's?—Yes. By the Court—You did not feel the rings being taken off your finger?—I did not.

Put them on (witness did so). Were they pressed?—No, you could not take them off without soap.

You must have been very drunk for these to be taken off without waking you up?—I was not drunk.

It did not wake you up?—I am not in the habit of sleeping so late. I can't understand it. You can't understand it, but you charge the prisoner with having done it?—I have sufficient evidence to do so.

You are sure you are not trying to find your diamonds in this way?—No.

You felt no tugging at your fingers?—No, I would not have lost them.

You never felt them being taken off?—No. You did not feel any operation like taking the stones out of them while they were on your fingers?—No. That would not have happened.

By the Foreman—She thought the rings were on her finger in the same order as they were on night.

In the course of the evidence given by the new amah,

The Chief Justice asked—I am bound to ask the question—Can you really press the case? I

don't know what the evidence is. The prosecutrix has given no evidence whatever connecting the prisoner with the ring. You can hardly expect me to direct the jury that there is a case merely on the evidence that the prisoner went in and out of her room. There is an alternative which I cannot keep back.

His Lordship—It is not my duty to press the case. My duty is merely to present the facts and leave them to the jury.

His Lordship—At the best it is circumstantial evidence.

The Attorney-General—Assuming we could have established the theory of the tweezers—

His Lordship—You can't. After Mr. Wagner's evidence you can't. Circumstantial evidence can only be accepted when all other theories are excluded. There is the other theory that this woman took the diamonds herself.

The Attorney-General—There may be a hundred theories.

His Lordship—In face of what the prosecutrix herself said I cannot put this case to the jury. She said that she did not wake up, that she did not feel anything being done to her, or to the rings on her finger.

The Attorney-General—My friend suggested that she had been drugged.

Mr. Potter—No.

His Lordship—The evidence contradicted that because she woke up when her shoulders were touched. Another theory is that the prisoner was so drunk that she could not have done it.

The Attorney-General—If she was drunk then this woman's evidence goes for nothing.

His Lordship (to the jury)—I don't see that there is any case to put to you.

The Foreman—There is no case.

The Attorney-General—I ask your Lordship not to put it that way.

His Lordship—I agree that there was a case to come into Court.

The Attorney-General—I am glad to get that.

His Lordship—You could not do otherwise than present it.

Mr. Potter—I object to the Crown getting any statement which might be a bar to civil proceedings hereafter.

His Lordship—One must always consider whether a case is properly presented to the Court. What I said might reflect on the Attorney-General. Obviously it is a case, the Magistrate having committed for trial, which could not but be proceeded with.

Mr. Potter—I would be the last to suggest that the Attorney-General would do anything but what is scrupulously fair. The Attorney-General is asking for an order to protect the prosecutrix from civil proceedings.

His Lordship—I cannot do that.

The Attorney-General—Your Lordship has indicated what is sufficient for my purpose, that there was sufficient to justify the Crown in submitting it for trial.

His Lordship—The Magistrate having committed for trial, the learned Attorney-General on the evidence before him was bound to put the case before the Court. Having put it before the Court I am convinced there is no case which a reasonable judge could put to a reasonable jury.

Mr. Potter—That is a different thing from saying that the prosecutrix was justified in bringing this charge. I ask for a formal verdict. The jury returned a verdict of not guilty, and the prisoner was discharged.

BEFORE MR. F. A. HAZELAND (ACTING PRISON JUDGE).

ARMED ROBBERY.

Two Chinese were charged with armed robbery at Choi Hang near Taipo on October 26th. Mr. Alabaster stated that two robberies took place, one after the other. One man was arrested next day at the station. He was wearing a stolen bangle and was identified as one of the robbers. The second man was arrested later.

The jury returned a verdict of guilty, and both prisoners were sentenced to ten years' imprisonment each and to be flogged twice.

FORGERY.

A Chinese was convicted of forgery and sentenced to five years' imprisonment.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

PROPOSED ALTERATION.

The Board of Trade have forwarded a lengthy communication to the Imperial Merchant Service Guild asking the opinion of the body upon points raised in connection with the proposed alteration of the Regulations for Preventing Collisions at Sea. These alterations include—

Towing Signals.—A signal for vessels towing gun targets, lumber rafts, or similar objects, such signal to be distinct from that carried by steam vessels towing other vessels. The signal suggested consists of three lights visible all round the horizon, and placed not less than three feet apart at the stern of the towing vessel, the lower light being white and the two upper lights being red.

Universal Distress Signal.—It is proposed to include in Article 31 a day signal of distress such as a cone, having either above it a ball or a ball or anything resembling a ball. This signal to be made known universally.

Day Signal for Motor Boats.—It is proposed that some distinct signal shall be shown by day, so that other vessels may recognise them as steamships within the meaning of the regulations. At present there is considerable risk of collision in such cases, the motor vessel manoeuvring as a steamship, and it is often impossible to see whether motor power is being used as well as sail. It is proposed that by night the motor vessel, if using her motor as well as her sails, will show the lights prescribed for steamships.

Signal for Ships Carrying Explosives.—As a special signal for vessels carrying explosives, it is proposed that a red flag by day and a red light by night shall be hoisted; such signal, however, not being intended to give any right of way.

The Guild are giving their careful consideration to the foregoing propositions and will shortly forward their observations upon them to the Board of Trade.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

London, Dec. 14th.

WEDDING.

Holy Trinity Church, Sloane Street, was the scene a few days ago of a wedding in which Far East residents will be interested. The parties were Mr. Harry Koppel Brooke, youngest son of the Rajah and Ranees of Sarawak, and Miss Dorothy Craig, daughter of the late Mr. John Craig, of Belley, Cheshire, and Folkestone. It was quite a society function. In the absence of the bride's brother, who is in India, Mr. Cavenish Clarke (her brother-in-law) gave her away, and the Rajah Muda of Sarawak was "best man."

Miss Craig's wedding dress was of ivory Bengal satin, embroidered in pearls. A rope of pearls encircled the waist, and there was a train of Brussels applique outlined in brilliants and lined with silver tissue. Her only ornament was a sapphire and enamel pendant, and over a coronet of orange flowers in her hair was draped a veil of old Brussels lace. The two bridesmaids, the Hon. Dorothy Brett and Miss Iris Brackenbury, wore Romney frocks of pale pink muslin, with blue sashes and shoes. Altogether it was one of the prettiest weddings of the season.

GEOLGICAL SURVEYS.

The annual winter dinner of the Alpine Club, which was held in the Hotel Metropole recently under the presidency of Mr. Herman Woolley, of Manchester, was noteworthy for the presentation to the Club of a photograph of the brothers Schlagintweit in their Alpine dress in 1847-8. The presentation was made by Captain Schlagintweit (German Consul in Manchester), who was specially invited to the dinner to honour the memory of his relatives. The scientific work and mountaineering feats in the Alps of the explorers Schlagintweit brought them under the notice of the old East India Company, who secured their services for the purpose of a magnetic research in high Asia and India. A spirited discussion has been going on for many years regarding some of the results of their geological surveys, especially whether Mount Everest or Gaurisankar should be taken as the highest peak in the world. Considering the inferior scientific instruments in use at that time, and other troubles from which such early explorers must have suffered in the Himalayas from 1852-3, it is greatly to their credit that their conclusions still hold good in face of the advance made by the science of later years.

TRANS-PERSIAN RAILWAY.

M. Timiria Zeff, member of the Russian Imperial Council of State, has come to London on behalf of the Russian group interested in the proposed trans-Persian Railway. He is very satisfied with the sympathetic fashion in which the ideas have been received here, and says there is no necessity for hurry. Should the scheme in its broad lines be favourably viewed by public opinion then the next step will be the formation of a committee to study details. Of course, it is essential that favourable expressions shall be obtained from the British and Russian Governments. M. Timiria Zeff compares the scheme with the Panama and Suez Canals, or the Trans-Siberian Railway, and as it has been devised only after patient and honest endeavour, he does not like to think that the necessary money will not be forthcoming. Much work, however, remains to be done before the time arrives for the formation of a big international company, and he hopes eventually to see the railway financed by the chief European countries.

CHINESE PORK.

Some of the London papers are greatly alarmed by a further large shipment of Chinese pork and other produce at Liverpool, and say that the British farmers will be interested to know that the Chinese pork competition threatened variously last year has now become an accomplished fact. It seems that the s.s. *Lianhua* brought from Hankow and other Chinese ports over 6,000 carcasses of frozen pigs, while from Yankivostock there came 8,000 packages of game and substantial packages of frozen salmon. This is called the latest Free Trade invasion, and it is seriously feared that this is how British farming is supported by our present fiscal system. During the last few months a dozen steamers are reported to have been chartered to bring this Asiatic produce from Hankow to Liverpool. The business has now passed the experimental stage.

THE TEA MARKET.

The tea market is growing disturbed, and Mincing-lane merchants are becoming anxious at the reduced shipments of tea from Ceylon. The decrease is due to the recent rubber boom, planters having turned their attention more to rubber at the expense of tea. The wholesale output of many a small tea estate has reduced the output of tea by as much as a million pounds per month, and it is estimated that at the close of the present year Ceylon tea will show a decline of 10,000,000 pounds in shipments. The effect has been to send up prices all round. Last month the average price of Ceylon tea at the London commercial sale-rooms stood at 9d. a pound, which is a figure never reached since the famous tea famine of 14 years ago. Medium grade teas—the 1/4 and 1/6—have increased twopence per pound, and a further rise is predicted. In the meantime there is an increased demand for tea from China, Java and India.

INDIA AND TARIFF REFORM.

The position of India under a Tariff Reform Government is being discussed, but in view of the way the General Election has gone the discussion is somewhat academic. Mr. Leslie Moore, however, took the opportunity at a meeting of the East India Association this week to introduce the subject and point out that there need really be less difficulty in the case of India than of any other part of the Empire. He thought India could be fitted easily into a scheme of Tariff Reform. Summing up, his

points are (1) that preferential trade could be established between Britain and India; (2) that it need not raise prices to the consumer; (3) that it would not induce retaliation by the foreigners; (4) that it would not impose extra taxation on either Britain or India; and (5) that it would assist Indian and British industries. Sir Arundel Arundel presided, and rather than allow the case for Free Trade to go by default he read some passages from a speech made by Lord Hely, a stout Free Trader, the last time the subject was before the Association. According to Mr. Moore's scheme India would abolish the 35 per cent. import duty on British cotton manufactures and at the same time the obnoxious countervailing excise duty on Indian goods.

THE CORONATION.

Preparations are now in progress for the Coronation, and the Court of Claims will sit at the Privy Council this week to hear any claims that may be advanced to perform services at the ceremony. On the occasion of King Edward's coronation so long a time had elapsed since the previous event that several matters of precedent and ancient rights required settling. These were decided in 1902 so that it is unlikely there can be many controversial points on this occasion. Westminster Abbey will be specially transformed, the arrangement of seating accommodation being a huge task in itself. The seats have to be taken away, statues removed, and big galleries erected. For the ceremony special chairs of Chippendale design and upholstered in silk will be made, and peers and peeresses will be allowed to buy these as mementoes. The provision of the seating accommodation consequently entails little or no cost to the organizers. Messrs. Tompeter, of Glasgow, are weaving the special pile carpet for the Nave. The design is to be handsome and striking. The foundation colour will be royal blue, and the ornamentation will include emblems of the Order of the Garter and other heraldic devices.

RUBBER.

According to Mr. F. W. Knockor, late of the F.M.S. Civil Service, the future of the rubber industry in Malaya is bound to be one of unqualified prosperity. In the course of a lecture in the Corn Exchange last week he had something to say about estate managers which is of general interest. He advised rubber investors not to take the doubtful course of paying travelling and passage expenses out from England by allowing their resident superintendent to recruit on the spot time-expired men from Government employ. In his opinion the employment of that class of white supervision was the greatest error that could possibly be made in the administration of rubber estates. Mr. Knockor contends that such men are not suitable assistants for rubber plantations; their former training was distinctly against them for the work, and they could neither make good controllers of native labour, nor had they the freedom of intelligences to act upon their own initiative—a characteristic almost compulsory for a successful planter. As to the often fatal result of the sudden transition from a life of strict and enforced discipline to one of extreme liberty and apparent irresponsibility, it was quite unnecessary to dwell upon. Time-expired Government officials may not agree with these statements, but then Mr. Knockor is an ex-official and so can speak from experience.

THE REVOLUTIONARY MOVEMENT IN RUSSIA.

Private advices from Russia state that the revolutionary is by no means crushed, and that there are all the signs of another progressive awakening. Particularly important in this respect is the renewed activity of the Russian students, who have been termed the political barometer of Russia. History shows that what the students think and do to-day the country think and do to-morrow. The students have coupled their Tolstol demonstrations with a demand for abolition of capital punishment, and their renewed activity witnesses to the fact that the Duma is no longer considered as representing the nation. When one looks at the repressive measures which the Government is taking to-day the parallel with the years leading up to the outbreak of 1905 is complete. Frequent arrests occur, newspapers are fined, and exile and imprisonment are increasing rapidly. The present régime, deprived of all popular support, holds its own solely by force of the bayonet, and sensational events may happen at any moment. There are, in fact, all the signs of a coming storm.

THE COLONIZATION OF SIBERIA.

M. Stolypin, the Prime Minister, has just returned from a tour through Asiatic Russia and denies that the Siberian colonization scheme is unsuccessful. That the Russian emigrants to Siberia decreased last year from 650,000 to 350,000 he attributes to the excellent harvest in Russia. He also denies that there is trouble brewing, and he is now convinced that the solution of the agrarian problem in Russia lies in individual proprietorship. His policy in future is to be peasant proprietorship, agricultural improvements, and the economic betterment of the poorer classes, so that in time there will be created in Russia a huge class of people who will be strong supporters of law and order, and anti-Socialists.

THE "WARATAH."

Not even the excitement of a general election can quite eclipse the interest which attaches to the enquiry this week by the Board of Trade into the disappearance of the Bino Anchor liner *Waratah* off the South African coast some eighteen months ago. The steamer, built recently, and having upwards of 200 persons on board, was lost in the course of the run from Durban to Cape Town, and not a vestige of her has ever been found. The Board of Trade has been collecting evidence from Australian and South African ports, and ship-builders and ship-owners will follow the investigation closely, for one of the branches of the inquiry will relate to the stability of the

ship. While it is premature to suppose that the *Waratah* was lacking in stability, some of the Australian evidence goes so far as to suggest it. The inquiry will necessarily be of a searching character. Very shortly there will be another inquiry into the mysterious loss of the new British India steamer, the *Athene*, which is believed to have foundered in the Bay of Biscay while on her maiden voyage to Rangoon for the Far Eastern service of this Company.

THE IRVING STATUE.

The statue to Sir Henry Irving unveiled last week in Charing Cross Road marks a new phase in the public estimation of our actors, as it is the first statue of an actor set up in a public place in London. Irving, too, was the first player to receive the recognition of knighthood. Sir John Hare, who unveiled the memorial, said that a statue raised entirely by members of one profession in honour of its greatest ornament was unparalleled. Mr. H. B. Irving, on behalf of the Irving family, expressed their deep gratitude for the honour his comrades had paid to his father's memory. "If over a man," said Mr. Irving, "was master of his fate and captain of his soul it was my father, and it seems to me that it is that which the sculptor has graven in his image to-day." The statue stands at the paved triangle in front of the National Portrait Gallery, facing up Charing Cross Road, past the Garrick Theatre. It is in the centre of theatre-land, and at night the sky around it glazes with the lights and flares of the playhouses. The sculptor is Mr. Brock.

WAR OFFICE CHANGES.

Some important changes are likely to be made at the War Office early in the New Year. General Sir William Nicholson, it is understood, will be appointed to succeed General Sir Neville Lytton in command of the troops in Ireland, thus leaving the post of Chief of the General Staff and First Military Member of the Army Council open. This will be filled by the transference of General Sir John French from his present position of Inspector-General to the Forces. The question is, who is to succeed Sir John French, and it is generally accepted that Lord Kitchener has been approached. There is a possibility that the scope of the Inspector-General's position may be widened so as to make him responsible for the training and efficiency of the whole of the regular and auxiliary troops outside India, and it is felt this would be an excellent post for Lord Kitchener. In February it will be necessary to find a new Major-General of the Ordnance, as Major-General C. F. Hadden's period of office then expires. Several names are under consideration for the post, which can only be held by a general officer of the Royal Artillery.

THE "NIMROD."

Sir Ernest Shackleton's ship, the *Nimrod*, has been put up for auction and was withdrawn at £29,5, which was only £25 short of the reserve. Sir Allen Young, the Arctic explorer, Sir Ernest Shackleton, and Captain Davis, late master of the *Nimrod*, were present at the auction. It is understood that the *Nimrod* is not sufficiently large for Sir Ernest's next venture, which will be for the purpose of exploring the coast line of the Antarctic continent.

THE EDUCATION OF GIRLS.

SIR H. McALLUM'S VIEWS.

On the occasion of the prize giving at Bishop's College, Colombo, H. C. Sir H. McAllum touched in his address on the subject of "The True Aims of Female Education." His Excellency said:—

Now, as regards this general matter of education, of course, one feels naturally that we are going into the bed-rock of it. The system of education of boys and the education of girls must be founded on different principles. It is all very well in these modern days for women to be aping men, but they cannot get over the fact that they are women. (Laughter.) Man is still that they are women. (Laughter.) Woman, stand fast, both mentally and physically. Woman, on the other hand, is quite the reverse. I do not think the greatest safeguard at home could say that women are at home soldiers, sailors, or policemen (laughter)—although certainly the behaviour of some of them recently in the neighbourhood of the House of Commons showed that they are trying with the police; and, before long, when we have compulsory service at home, they will be asked to be allowed to enrol in the ranks. (Laughter.) However, I am one of those old-fashioned people who like to look upon a man as a man and a woman as a woman. (Applause.) It has been rightly said that men are God's flowers, and women God's flowers—the trees with strength and power in their trunk, and the flowers, on the other hand, noted for their fragrance and beauty, symbols of the tenderness which is

THE BRIGHTNESS OF EVERY WOMAN, and to which a woman must always aspire. (Applause.) To my mind the ideal woman should be distinguished by three aspects—sympathy, softness, and—(after applause) I forgot the other one! (Laughter.) But, anyway, sympathy and softness, two aspects, I will call them. By those means they are able to keep man in subjection and the means of subduing and knocking off his rough edges. The education, then, of girls will generally mean, in the abstract, that they are to be brought up and educated on lines which will develop these characteristics and also their general powers. From the Report read recently, that those who are responsible for the management of those institutions are aiming for that desideratum. The girls will, sooner or later, be companions to the men, and their training all these years is given so that they will be true companions and not sham ones. I am, therefore, very pleased, generally, to see the lines which this establishment is taking in the Report. There is one remark in the Report I do not like, and that is where the Director of Public Instruction says that subjects, evidently had been put up for the examination. Now I understand that this is the only girls' school in the island which enjoys the privilege of the block system of grant-in-aid. I like to see this system of block grant-in-aid extended wherever it can be allowed. It gives a free

tone, and a freer scope, to education. It generally means a great deal more for both pupils and instructors. It generally means a grant deal more for education, because where grants are given on results it generally means that however anxious those concerned in education may be for the general improvement of education among them, human nature asserts itself, and more attention is paid to payable subjects rather than to those with which the pupils are more immediately concerned. It is a most debatable subject, this matter of grants by results and the block grant-in-aid. I am glad this establishment has arrived at such a pitch that it is able to be on this block system, and I hope that when we get additional inspectors they will make sudden surprise visits, to see how the pupils get on through the whole term and that there will be no such thing as subjects being got up for the examination. (Applause.)

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SINGAPORE, December 22.

For value each share \$1. Calls paid up are—	Malayan Companies.	Singapore & Co's Prices, Nov. 23	Dividends	For value each share \$1. Calls paid up are—	Malayan Companies.	Singapore & Co's Prices, Nov. 23	Dividends
15/ paid	Alor-Pongau...	1.50	50%	2/ fy. paid	Malacca Ordinary	7.25	.....
2/ fy.	Anglo-Johore	17.100	70%	2/ fy.	Merlimau	6/3	.....
17/6	Bakap...	5.00	10%	2/ fy.	Merton Syndicate	.....	.....
1/6	Batang	.....	.....	2/ fy.	Mount Austin	.....	.....
1/6	Batu Caves	.....	.....	2/ fy.	Narborough Est.	.....	.....
1/6	Batu Kawan	.....	.....	2/ fy.	North Hummock	.....	.....
1/6	Batu Tiga	.....	.....	2/ fy.	Padang Jawa	.....	.....
2/ 1/6	Berangas Selangor	.....	.....	2/ fy.	Pandian Johore	.....	.....
1/6	Bernam River	.....	.....	2/ fy.	Pataling	.....	.....
1/6	Do. Ordinary	.....	.....	2/ fy.	Polapah (Johore)	.....	.....
1/6	Bidor	.....	.....	2/ fy.	Porak	.....	.....
1/6	Blands Selangor	.....	.....	2/ fy.	Peneiro Est.	.....	.....
1/6	Bukit Cloh	.....	.....	2/ fy.	Prye	.....	.....
1/6	Bukit Kajang	.....	.....	2/ fy.	Ratanuf	.....	.....
1/6	Bukit Mertajam	.....	.....	2/ fy.	Rembia	.....	.....
1/6	Bukit Rajah	.....	.....	2/ fy.	R. Est. of Krian	.....	.....
1/6	Bukit Selangor	.....	.....	2/ fy.	R. of Johore	.....	.....
1/6	Castlefield	.....	.....	2/ fy.	Saga	.....	.....
1/6	Changkat Salak R. and Tin	.....	.....	2/ fy.	Seahed	.....	.....
1/6	Chersonese	.....	.....	2/ fy.	Selangor	.....	.....
1/6	Chioat	.....	.....	2/ fy.	Sempah	.....	.....
1/6	Chioa Rubber	.....	.....	2/ fy.	Sendayan	.....	.....
1/6	Cheong Ordinary	.....	.....	2/ fy.	Seremban	.....	.....
1/6	Cheong Preferred	.....	.....	2/ fy.	Serangau	.....	.....
1/6	Consol. Malay	.....	.....	2/ fy.	Shelford	.....	.....
1/6	Damansara	.....	.....	2/ fy.	Siginting (N.S.)	.....	.....
1/6	Dennistown	.....	.....	2/ fy.	Singapore Para	.....	.....
1/6	Enth. Selangor	.....	.....	2/ fy.	Straits (Bertan)	.....	.....
1/6	Fed. Selangor	.....	.....	2/ fy.	Strathmore R.	.....	.....
1/6	Gua Koo R. Est.	.....	.....	2/ fy.	Sungei Bahr	.....	.....
1/6	Garing (Malacca)	.....	.....	2/ fy.	Sungei Choh	.....	.....
1/6	Goleonda	.....	.....	2/ fy.	Sungei Krait	.....	.....
1/6	Golden Hope	.....	.....	2/ fy.	Sungei Liang	.....	.....
1/6	Gula-Kempang	.....	.....	2/ fy.	Sungei Salak	.....	.....
1/6	H. and Lowlands	.....	.....	2/ fy.	Sungei Way	.....	.....
1/6	Inch Kenneth	.....	.....	2/ fy.	Tangkah	.....	.....
1/6	Johore Para	.....	.....	2/ fy.	Third Mile	.....	.....
1/6	Johore R. Land	.....	.....	2/ fy.	Tremalhye	.....	.....
1/6	Jong-Lander	.....	.....	2/ fy.	Utd. Sura Betong	.....	.....
1/6	Juru Estates	.....	.....	2/ fy.	Val d'Or Est.	.....	.....
1/6	K'pong Kuantan	.....	.....	2/ fy.	Valambross	.....	.....
1/6	Kamuning "A"	.....	.....	2/ fy.	Trust and Finance Companies.	.....	.....
1/6	Do. "B"	.....	.....	2/ fy.	Anglo-Straits R. T.	.....	.....
1/6	Kapar Para	.....	.....	2/ fy.	Eastern Internat. Trust	.....	.....
1/6	Kellias	.....	.....	2/ fy.	Mid-East Invest	.....	.....
1/6	Killinghall	.....	.....	2/ fy.	Rubber Plants. Inves. Trust	.....	.....
1/6	Kinta	.....	.....	2/ fy.	R. Share Trust	.....	.....
1/6	Kluang	.....	.....	2/ fy.	Straits M. & Trust	.....	.....
1/6	Kluang-Kelas	.....	.....	2/ fy.	India, Ceylon, Borneo, Java and Sumatra.	.....	.....
1/6	Kota Tinggi	.....	.....	2/ fy.	Anglo-Java	.....	.....
1/6	Kroha Tampan	.....	.....	2/ fy.	Asahan (Sumatra)	.....	.....
1/6	Krubong	.....	.....	2/ fy.	Bangawan R.	.....	.....
1/6	Kuala Klang	.....	.....	2/ fy.	Beaufort	.....	.....
1/6	Kuala Lumpur	.....	.....	2/ fy.	Central Sumatra	.....	.....
1/6	Kuala Pahi	.....	.....	2/ fy.	Indian Peninsula	.....	.....
1/6	Kuala Selangor	.....	.....	2/ fy.	Java Annagan	.....	.....
1/6	Labu	.....	.....	2/ fy.	Kimanis	.....	.....
1/6	Landan	.....	.....	2/ fy.	Langkon	.....	.....
1/6	Ledbury	.....	.....	2/ fy.	Mancheater	.....	.....
1/6	Lenda	.....	.....	2/ fy.	Nirmala (Java)	.....	.....
1/6	Linggi	.....	.....	2/ fy.	Pontianak	.....	.....
1/6	London Asiatic	.....	.....	2/ fy.	Sumatra	.....	.....
1/6	Lumut Est.	.....	.....	2/ fy.	Sumatra Props.	.....	.....
1/6	Madingley Est.	2/ fy.	United Sardinia
1/6	Malacca 7 1/2 Cam. Partici-	2/ fy.	Utd. Sumatra
1/6	pating Pref	2/ fy.	

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The Prices are given in Dollar Cents.

January 6th, 1911.

BORNEAN MARK.

Mei Lung Pa—Beef, airloia

and prime Yab—Beef, airloia

Ham Ngau Yok—Canned Beef

Shia Ngau Yok—Canned Beef

Ngau Nam—Beef for soup

Tong Yok—Beef for soup

Ngau Yok Pa—Beef Steak

Ngau Yok Chong—Sausage

Ngau Yab—Beef Steak, Sirloin

Ngau Lao—Beef Steak, Sirloin

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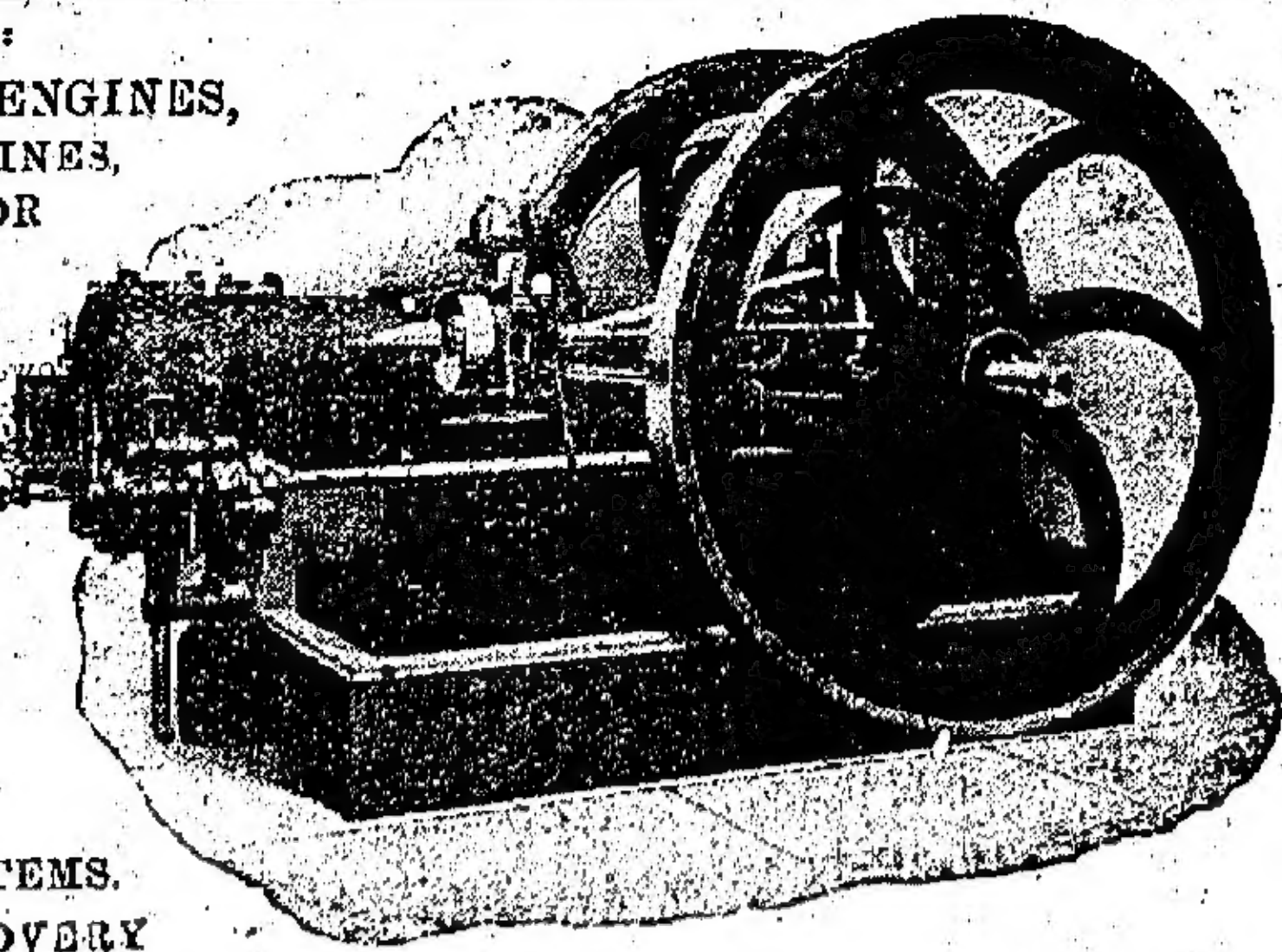
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Tonkin Provinces, Quinhon, Cambodia.

PHILIPPINES
Manila, Iloilo, Cebu,
Samar, Labuan, British N. Borneo,
BANGKOK

STRAITS SETTLEMENTS
Singapore, Penang, Malacca, Port, Wellesley,
MALAY STATES
Johore, Sungei Ujong, Selangor,
Pahang, Jelebu, Perak.

NETHERLANDS INDIA
Batavia, Samarang, Padang,
Buitenzorg, Sourabaya, Macassar,
East Coast of Sumatra.

NAVAL SQUADRONS
British, German, Austrian,
French, Japanese, United States,
Chinese, Italian.

OFFICERS OF COAST AND RIVER STEAMER
The Book is printed from New Type specially
reserved for the purpose, and uniformity in every
arrangement greatly facilitates reference.
A feature in the 1911 Edition are the
CLASSIFIED LISTS OF TRADES
AND PROFESSIONS at the larger Commercial
Centres.

THE ALPHABETICAL LIST OF RESIDENTS
contains the names of over
20,000 FOREIGNERS
carefully arranged
with the initials as well as
the Surnames in strictly Alphabetical Order,
so that any name can be found instantly.

THE MAPS AND PLANS
have been engraved by one of the most eminent
Firms in Great Britain and are corrected
brought up to date. They consist of this year
of the following:

COLOURED PLATE OF FLAGS OF FOREIGN HONG
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOREA AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TIENTSIN (KIAOCHAU)
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKONG (SHANGHAI) with Inset
Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF BATON
PLAN OF SINGAPORE
PLAN OF BATAVIA

The CHRONICLE covers the notable events
of the last half century in the Far East together
with the Texts of all the most important Treaties
concluded with the countries of Eastern Asia,
the various Customs Tariffs, Trade Regulations,
Chambers of Commerce, Scales of Commissions,
Consular and Court Fees, Hongkong Stamp
Duties, Postal Guide, Signal Codes, Chinese
Festivals, Tables of Money, Weights and
Measures, and other Commercial Information
including:

TREATIES WITH CHINA
Great Britain—Nanking, 1842; Tientsin,
1858; Treaty of Commerce and Consular Rights,
1858; Convention, 1860; Rules for Joint Investiga-
tion of Customs Seizures, 1860; Chefoo,
1876, with Additional Article; Opium Con-
vention, 1883; Chungking Convention, 1891;
Tibet Sikkim Convention, 1890; Burmah
Convention, 1897; Kowloon Extension, 1898;
Wuchow, 1899; Convention, Commercial,
Shanghai, 1902; Emigration Convention,
1904.

France—Tientsin, 1858; Convention, 1859;
Tientsin, 1885; Conventions, 1886, 1887 and
1895; Frontier Trade Regulations.
United States—Tientsin, 1858; Additional,
1868; Peking, 1890; Immigration, 1894;
Commercial, 1903.

Germany—Tientsin, 1891; Peking, 1880;
Kiaochow Convention, 1898; Railway and
Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liaoting Con-
vention, 1895; Commercial, 1896; New Port
1895; Supplementary Commercial, 1903.
Russia—St. Petersburg, 1881; Russian Land
Trade, 1881.

Portugal, 1888; Commercial Treaty, 1904.
First Protocol made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1854; Treaty Convention, 1855;
Russia, Agreements as to Corea; United
States, Extradition Treaty, 1883; Great
Britain (Alliance) 1905; Russia (Peace
Treaty) 1905.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1876;
Japan, 1904 and 1905; United States, 1882;
Great Britain, 1886.

TREATIES WITH SLAM
Great Britain, 1855, 1859 and 1906; France,
1893 and 1904; Japan, 1893; Russia, 1895.
Great Britain and France, Siam Frontier.
Great Britain and Russia, Railway Convention,
1895.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LOCAL DOCUMENTS
Orders in Council, for Government of H.B.M.'s
Subjects in China and Corea, and in Siam
Rules of H.B.M.'s Supreme and other Courts
in China, &c.; Tables of Court and Consular
Fees; Charter of the Colony of Hong-
kong; Malay States Federation Agreement;
Table of Hongkong Court Fees; Admir-
alty Rules; Foreign Jurisdiction Act; Regu-
lations for the Consular Courts of United
States; United States Consular and Court
Fees; Rules of Court of Consulate of Shanghai;
Chinese Passenger Act; Hongkong Licences,
Trade Marks, and Letters Patent Fees; Port
Regulations for China; Harbour Regulations
for Japan.

The CHRONICLE and DIRECTORY, al-
though condensed in every possible manner, con-
tains every year more pages.

It was years ago universally pronounced to
be the cheapest work of the kind anywhere
published, and although very much enlarged
and improved in every way, the price in silver
is now below the equivalent of £1 6s, at which
it was originally published.

It is published at the Office of the Hongkong
Daily Press, and can be had from, and Adver-
tisements sent through, the principal Book-
sellers in Asia and through:

LONDON....."Hongkong Daily Press" Office,
141, Fleet Street, E.C.

LONDON.....Mr. T. Alger, 11, Clement's, E.C.

LONDON.....Messrs. G. Street & Co., Ltd.,
87, Cornhill, E.C.

THE UNITED STATES.

GROWTH OF THE POPULATION.

The complete Census returns were published
on the 10th ult. They show, says the Washing-
ton correspondent of *The Times*, that the con-
tinental population of the United States is
91,972,266, as compared with 75,500,000 in 1900.
The total population of all territories under the
American flag is estimated to be about
101,000,000. As far as the United States pro-
per is concerned, the figure is larger than was
expected. There has been a check in the
decline of the decennial percentage of
increase, which since the unoccupied West-
ern territory became more or less settled has
been revealed in recent enumerations.
For the decade 1890 to 1900 the percentage was
20.7, as compared with 30.1 for 1870 to 1880.
For the first ten years of this century it is 21.

Immigration, according to the Director of the
Census, is largely responsible for the result.
About 45 per cent. of the population will, he
thinks, be found to be recent. The older
agricultural States in the East, Middle West, and
South, such as Iowa, Missouri, Kentucky, Maine,
New Hampshire, Maryland, Virginia, the
Carolinas, Georgia, and others, fall short of the
average growth. Iowa, curiously, is the
worst with an actual decrease of 0.3 per cent.
New Hampshire gains only about 4 per cent.
The newer agricultural States show, however,
a very rapid increase. In South Dakota,
Colorado, and Utah the increase is between 30
and 50 per cent.; in North Dakota, Wyoming,
Nebraska, California, New Mexico, and Arizona
between 50 and 100 per cent.; and in Oklahoma,
Idaho, and Washington over 100 per cent. In
the Eastern States, such as New York, Con-
necticut, Massachusetts, and Rhode Island, where
the growth of population surpasses an approxi-
mate average, the result is entirely due to the
growth of the towns. New York City is a
case in point. It has grown since 1900 from
3,437,202 to 4,766,883. The towns on the
Pacific coast have also grown enormously, as
have the new commercial centres in the South,
such as Atlanta and Birmingham.

JURY OF WOMEN.

VERDICT IN 20 SECONDS AGAINST A MAN.

Widespread comment has been excited by the
action at San Francisco of the first jury in
America ever composed exclusively of women.
The case which they were called on to decide
was one in which a divorced husband was sued
by his former wife. There were two children
of the marriage. The daughter had been
assigned to the care of the mother and the son
to that of the father. On the petition of the
mother the case was reopened, and the judge
summoned twelve "good women and true"
from among the spectators to act as a jury.
After a deliberation lasting twenty seconds, the
jury of women decided that the divorced man
was not a fit person to have anything to do with
the upbringing of his offspring. Newspaper
comment on the "twenty-second verdict"
discloses a comic state of alarm at the prospect
of juries of women being allowed to decide the
fate of men in matrimonial disputes.

RETURN VOYAGE ACROSS THE
ATLANTIC IN 12 DAYS.

The *Mauretania* endeavored to break all
shipping records this Christmas season. In
spite of head winds and heavy seas she arrived
in New York in four days, twenty hours, and
seven minutes. Passengers waited at the pier to
begin re-coasting instantly. She sailed on her
return journey on the evening of December 17
and was 600 miles east of Sandy Hook on the
Sunday night. If the wind was favourable she
expected to arrive at Funchal at midnight on
the following Thursday.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
KOBE & YOKOHAMA	"PRINZ WALDEMAR"	6,100	About 10th January.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN"	Capt. G. Bolte, 17,300	Wed'ay, 11th Jan., at Noon
SHANGHAI, TIENTSIN, KOBE, YOKOHAMA	"DERFFLINGER"	17,000	About 11th January.
MANILA, YAP, ANGAUL, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Capt. F. Isenke, 6,100	Saturday, 28th Jan., at D'ight
KUDAT & SANDAKAN	"BORNEO"	5,050	Middle of Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.
For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 4th January, 1911.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY.

MAGNIFICENT N.D.L. LINERS:

"PRINCESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
"LUETZOW"	17,300	ON APRIL 5TH.
Capt. B. WILHELM.		
"KLEIST"	17,000	ON APRIL 19TH.
Capt. O. FAENKE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.
Early booking recommended.
For Particulars, apply to

MELCHERS & Co.,
GENERAL AGENTS.
Hongkong, 10th November, 1910.

THE NEW AMERICAN BATTLESHIPS.

If the tentative plans for the two battleships to be provided for by Congress during this session are approved by the Secretary of the Navy, these vessels will be the heaviest gunned ships in the world.

In place of the customary 12-inch and 14-inch guns it is proposed to equip them with guns of 16-inch calibre. With guns of this size the armament would consist of eight at the outside, and probably not more than six, but artillery experts believe that six 16-inch guns would be more effective than twelve 12-inch, as the penetrative power of the larger gun is much greater and its range is correspondingly longer.

There is considerable difference of opinion among naval gun experts as to the wisdom of 16-inch guns, but there are a certain number of American naval officers who believe that the American Navy ought to have the largest and most powerfully gunned ships in the world, and who will endeavour to see their ambition realised in the new vessels.

It is also proposed to return to reciprocating engines, as turbines have been found to be about thirty per cent. more expensive in operation. This is an important factor in the long cruises which most American warships are required to make.

LATEST STEAMER MOVEMENTS.

The Philippines Co. str. *Rubi* left Manila on the 5th instant, and is due here to-morrow at 5 p.m.

The P. & A. S.S. Co. str. *Rynga* is due to arrive at Hongkong on the 16th instant.

BARCLAY, PERKINS' FAMOUS London Stout.



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Leading Brand

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ENGLAND.

The
best that can

be obtained.

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EVERYWHERE.

SOLE AGENTS FOR CHINA:
DADY BURJOR & Co.
Wholesale Wine & Spirit Merchants.
[47]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKE PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	Steamer	Tons	SATURDAY	FRIDAY
DELHI	8000	MANTUA	11000	March 4	March 10
ARCADIA	7000	MALWA	11000	March 18	March 24
ASSAYE	7500	MACEDONIA 10500		April 1	April 7
MARMORA ..	10500	(Through Steamer calling at BOMBAY)		April 15	April 21
DEVANHA ..	8000	MOLDAVIA ..	10000	April 29	May 5
DELHI	8000	MONGOLIA ..	10000	May 13	May 19
ASSAYE	7500	MOREA	11000	May 27	June 2
DELTA	8000	MOOLTAN ..	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " £48.10 " £72.14 " £106.14 " £141.14 " £176.14 " £211.14 " £246.14 " £281.14 " £316.14 " £351.14 " £386.14 " £421.14 " £456.14 " £491.14 " £526.14 " £561.14 " £596.14 " £631.14 " £666.14 " £701.14 " £736.14 " £771.14 " £806.14 " £841.14 " £876.14 " £911.14 " £946.14 " £981.14 " £1016.14 " £1051.14 " £1086.14 " £1121.14 " £1156.14 " £1191.14 " £1226.14 " £1261.14 " £1296.14 " £1331.14 " £1366.14 " £1401.14 " £1436.14 " £1471.14 " £1506.14 " £1541.14 " £1576.14 " £1611.14 " £1646.14 " £1681.14 " £1716.14 " £1751.14 " £1786.14 " £1821.14 " £1856.14 " £1891.14 " £1926.14 " £1961.14 " £1996.14 " £2031.14 " £2066.14 " £2101.14 " £2136.14 " £2171.14 " £2206.14 " £2241.14 " £2276.14 " £2311.14 " £2346.14 " £2381.14 " £2416.14 " £2451.14 " £2486.14 " £2521.14 " £2556.14 " £2591.14 " £2626.14 " £2661.14 " £2696.14 " £2731.14 " £2766.14 " £2801.14 " £2836.14 " £2871.14 " £2906.14 " £2941.14 " £2976.14 " £3011.14 " £3046.14 " £3081.14 " £3116.14 " £3151.14 " £3186.14 " £3221.14 " £3256.14 " £3291.14 " £3326.14 " £3361.14 " £3396.14 " £3431.14 " £3466.14 " £3501.14 " £3536.14 " £3571.14 " £3606.14 " £3641.14 " £3676.14 " £3711.14 " £3746.14 " £3781.14 " £3816.14 " £3851.14 " £3886.14 " £3921.14 " £3956.14 " £3991.14 " £4026.14 " £4061.14 " £4096.14 " £4131.14 " £4166.14 " £4201.14 " £4236.14 " £4271.14 " £4306.14 " £4341.14 " £4376.14 " £4411.14 " £4446.14 " £4481.14 " £4516.14 " £4551.14 " £4586.14 " £4621.14 " £4656.14 " £4691.14 " £4726.14 " £4761.14 " £4796.14 " £4831.14 " £4866.14 " £4901.14 " £4936.14 " £4971.14 " £5006.14 " £5041.14 " £5076.14 " £5111.14 " £5146.14 " £5181.14 " £5216.14 " £5251.14 " £5286.14 " £5321.14 " £5356.14 " £5391.14 " £5426.14 " £5461.14 " £5496.14 " £5531.14 " £5566.14 " £5601.14 " £5636.14 " £5671.14 " £5706.14 " £5741.14 " £5776.14 " £5811.14 " £5846.14 " £5881.14 " £5916.14 " £5951.14 " £5986.14 " £6021.14 " £6056.14 " £6091.14 " £6126.14 " £6161.14 " £6196.14 " £6231.14 " £6266.14 " £6301.14 " £6336.14 " £6371.14 " £6406.14 " £6441.14 " £6476.14 " £6511.14 " £6546.14 " £6581.14 " £6616.14 " £6651.14 " £6686.14 " £6721.14 " £6756.14 " £6791.14 " £6826.14 " £6861.14 " £6896.14 " £6931.14 " £6966.14 " £7001.14 " £7036.14 " £7071.14 " £7106.14 " £7141.14 " £7176.14 " £7211.14 " £7246.14 " £7281.14 " £7316.14 " £7351.14 " £7386.14 " £7421.14 " £7456.14 " £7491.14 " £7526.14 " £7561.14 " £7596.14 " £7631.14 " £7666.14 " £7701.14 " £7736.14 " £7771.14 " £7806.14 " £7841.14 " £7876.14 " £7911.14 " £7946.14 " £7981.14 " £8016.14 " £8051.14 " £8086.14 " £8121.14 " £8156.14 " £8191.14 " £8226.14 " £8261.14 " £8296.14 " £8331.14 " £8366.14 " £8401.14 " £8436.14 " £8471.14 " £8506.14 " £8541.14 " £8576.14 " £8611.14 " £8646.14 " £8681.14 " £8716.14 " £8751.14 " £8786.14 " £8821.14 " £8856.14 " £8891.14 " £8926.14 " £8961.14 " £8996.14 " £9031.14 " £9066.14 " £9101.14 " £9136.14 " £9171.14 " £9206.14 " £9241.14 " £9276.14 " £9311.14 " £9346.14 " £9381.14 " £9416.14 " £9451.14 " £9486.14 " £9521.14 " £9556.14 " £9591.14 " £9626.14 " £9661.14 " £9696.14 " £9731.14 " £9766.14 " £9801.14 " £9836.14 " £9871.14 " £9906.14 " £9941.14 " £9976.14 " £10011.14 " £10046.14 " £10081.14 " £10116.14 " £10151.14 " £10186.14 " £10221.14 " £10256.14 " £10291.14 " £10326.14 " £10361.14 " £10396.14 " £10431.14 " £10466.14 " £10501.14 " £10536.14 " £10571.14 " £10606.14 " £10641.14 " £10676.14 " £10711.14 " £10746.14 " £10781.14 " £10816.14 " £10851.14 " £10886.14 " £10921.14 " £10956.14 " £10991.14 " £11026.14 " £11061.14 " £11096.14 " £11131.14 " £11166.14 " £11201.14 " £11236.14 " £11271.14 " £11306.14 " £11341.14 " £11376.14 " £11411.14 " £11446.14 " £11481.14 " £11516.14 " £11551.14 " £11586.14 " £11621.14 " £11656.14 " £11691.14 " £11726.14 " £11761.14 " £11796.14 " £11831.14 " £11866.14 " £11901.14 " £11936.14 " £11971.14 " £12006.14 " £12041.14 " £12076.14 " £12111.14 " £12146.14 " £12181.14 " £12216.14 " £12251.14 " £12286.14 " £12321.14 " £12356.14 " £12391.14 " £12426.14 " £12461.14 " £12496.14 " £12531.14 " £12566.14 " £12601.14 " £12636.14 " £12671.14 " £12706.14 " £12741.14 " £12776.14 " £12811.14 " £12846.14 " £12881.14 " £12916.14 " £12951.14 " £12986.14 " £13021.14 " £13056.14 " £13091.14 " £13126.14 " £1316

SHIPPING.

ARRIVALS.

CLARA JENSEN, German str., 1,105, T. Bendixen, 5th Jan.—Haiphong 31st Dec., Coal—Jensen & Co.
 DALIN MARU, Jap. str., 899, Y. Yamamoto, 5th Jan.—Swatow 4th January, General—Osaka Shosen Kaisha.
 DELTA, British str., 4,780, B. W. Snow, 5th Jan.—Bombay 4th Jan., Mails and General—P. & O. S. N. Co.
 GERMANIA, German str., 600, C. Tepsen, 5th Jan.—Sydney via Islands 30th Dec., Copra and Shells—Stienssen & Co.
 HANCOCK, French str., 742, J. Pannier, 5th Jan.—Haiphong and Hoihow 4th Jan., General—A. R. Marty.
 LINAN, British str., 1,345, J. Williams, 4th Jan.—Shanghai 1st Jan., General—Butterfield & Swire.
 SHANSHI, British str., 1,228, Pottinger, 4th Jan.—Port Combet 2nd January, General—Butterfield & Swire.
 WUHU, British str., 1,227, J. Meathrel, 4th Jan.—Haiphong 2nd January, Coal—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

5th January.

Duyo Maru, Japanese str., for Dorian.
 Delta, British str., for Shanghai.
 Huiyang, British str., for Swatow.
 Maheve, German str., for Bangkok.
 Wingsang, British str., for Shanghai.
 Wuhu, British str., for Canton.

DEPARTURES.

ANPING, Chinese str., for Shanghai.
 BRASILIA, German str., for Singapore.
 CATHARINE, British str., for Shanghai.
 CARDIGAN, British str., for London.
 CHRYSA, British str., for Shanghai.
 CHOSUN MARU, Japanese str., for Swatow.
 FAUSANG, British str., for Canton.
 HOPKINS, British str., for Hongkong.
 HSI, CHANG, Chinese str., for Canton.
 LINAN, British str., for Canton.
 MATTHEW, German str., for Haiphong.
 MIYAZAKI MARU, Japanese str., for Kobe.
 SHANSHI, British str., for Canton.
 TUNGSHING, British str., for Shanghai.

PASSENGERS.

Per Linan, from Shanghai, Mr. Ords.
 Per Delta, from Hongkong, from London, Mr. L. C. Rees, Lieut. Tindal, Mrs. D. Ward, Miss Highton, from Marseilles, Miss Ford and Capt. L. E. Power, from Aden, Mr. R. V. Harris, from Brindisi, Mr. and Mrs. Bees, from Singapore, Mr. McHugh, Mr. J. J. Morgan, Mr. Lumann, Capt. Lowndes, 2 daughters, 2 sons and Mrs. Regede Canahon, 2 daughters, 2 sons and child, from Manila, from Marseilles, Mr. and Mrs. F. Bennett, and Mr. McLaren, for Shanghai, from London, Mr. H. J. H. Tripp, Dr. and Mrs. Pell and child, Mr. C. D. Arnold and Miss E. M. Kook, from Singapore, from Colombo, Mr. and Mrs. G. von Kriener, from A. J. S. Bollen, Mr. P. C. Fenwick and Mr. G. C. Spence, for Yokohama, from London, Mr. T. Tobussan, Mr. and Mrs. Law, Mr. R. A. Good, Mr. and Mrs. Adams, Mr. Percival and Mr. C. I. Hale, from Marseilles, Mr. Colleyshaw, Mr. H. Griffin and Mr. K. P. Mosley, from Port Said, Mr. and Mrs. Oakley, from Brindisi, Mr. G. B. Dunnet and Mr. J. C. Peters.

DEPARTED.

Per Miyazaki Maru, for Japan, Mr. M. Kumachi, Mr. and Mrs. K. Mori, Miss H. Marai, Miss K. Kiguro, Mr. K. Kanahara, Mr. S. Tachiro, Mr. K. Koseki, Mr. G. Takigawa, Col. T. Shirai, Mr. G. Brown, Mr. M. Hagiwara, Mr. H. Ithara, Messrs F. X. Souza, K. Mori, F. Misoguchi, T. Harrington, Okamoto, Irai, Mr. and Mrs. Egan and infant, Mr. Minagawa, Mr. Hirano, Mr. W. Lawson, Mr. G. Anders and Mr. K. Kino.

STEAMERS PASSED THE CANAL.

Dec. 15th—Diomed, Kama Maru, Lothian, Suenoita, Regovia, Temka, 16th—Yangtze, 20th—Bendloch, Candia, Inverness, Kanagawa Maru, Monmouthshire, 23rd—Carnarvonshire, Kitanu Maru, Oceanian, Senegambia, Silvia, Tydena, 30th—Calchas, Ernest Simons, Hudson, Namur, Patroclus, Korpedon, Spezia, Svevia, Funan. January 3rd—Benalder, Laertes, Pathon, Muncester Castle, Indravelli.

ARRIVALS AT HOME.

Jan. 2nd—Borneo, 3rd—Benalder, Laertes, Pathon, Muncester Castle, Indravelli.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BEETH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point			
LONDON & ANTWERP via SINGAPORE, &c.	SOMALI...	Brit. str.	...	A. G. Cabitt, R.N.R.	P. & O. S. N. Co.	To-morrow, at 3 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	NILE...	Brit. str.	...	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP via SINGAPORE, &c.	DENBIGHSHIRE...	Brit. str.	...	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 10th inst.
LONDON & ANTWERP via SINGAPORE, &c.	PEMBROKESHIRE...	Brit. str.	...	R. Hayes	JARDINE, MATHESON & Co., Ltd.	About 2nd Feb.
LONDON & ANTWERP via SINGAPORE, &c.	OWANHA...	Brit. str.	...	H. Powell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	ELAM...	Swed. str.	...		MELCHERS & Co.	About middle of Jan.
LONDON & ANTWERP via SINGAPORE, &c.	NIPPON...	Swed. str.	...		OKO WILK Co., Ltd.	Beginning of Feb.
LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA...	Ger. str.	...	Girtenbrun	HAMBURG-AMERICA LINE	On 18th inst.
LONDON & ANTWERP via SINGAPORE, &c.	SPESIA...	Ger. str.	...	K. Dohren	HAMBURG-AMERICA LINE	On 20th Feb.
LONDON & ANTWERP via SINGAPORE, &c.	SOANDIA...	Ger. str.	...	P. Dohren	HAMBURG-AMERICA LINE	On 19th inst.
LONDON & ANTWERP via SINGAPORE, &c.	SLAVONIA...	Ger. str.	...	Sachs	HAMBURG-AMERICA LINE	On 2nd Feb.
LONDON & ANTWERP via SINGAPORE, &c.	SEGOVIA...	Ger. str.	...	Wm. Thompson	HAMBURG-AMERICA LINE	On 15th Feb.
LONDON & ANTWERP via SINGAPORE, &c.	ATSUMA MARU...	Jan. str.	...	Bahle	HAMBURG-AMERICA LINE	On 10th inst.
LONDON & ANTWERP via SINGAPORE, &c.	SAXONIA...	Ger. str.	...	N. Mathieson	NIPPON YUSEN KAISHA	On 1st Feb. at D'light
LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU...	Jan. str.	...	T. Murai	NIPPON YUSEN KAISHA	On 15th Feb. at D'light
LONDON & ANTWERP via SINGAPORE, &c.	MIYASAKI MARU...	Ger. str.	...	G. Bolto	NIPPON YUSEN KAISHA	On 11th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	GORDEN...	Aus. str.	...	P. Giurgetich	SANDER, WIELEB & Co.	On 27th inst. at 2 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	PEESIA...	Brit. str.	...		SANDER, WIELEB & Co.	About 21st inst.
LONDON & ANTWERP via SINGAPORE, &c.	SHIMOSA...	Am. str.	...		SHAW, WATSON & Co.	On 14th inst. at 7 A.M.
LONDON & ANTWERP via SINGAPORE, &c.	INDONESIA...	Am. str.	...		SHAW, WATSON & Co.	On 25th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF CHINA...	Brit. str.	...		CANADIAN PACIFIC R. Co.	On 10th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	MONTEAGLE...	Brit. str.	...		CANADIAN PACIFIC R. Co.	On 31st inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	MEXICO MARU...	Jan. str.	...		OSAKA SHOSSEN KAISHA	On 10th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	TAMBA MARU...	Jan. str.	...		NIPPON YUSEN KAISHA	On 28th Feb. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	AWA MARU...	Jan. str.	...		NIPPON YUSEN KAISHA	On 17th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SUBERIO...	Brit. str.	...		CANADIAN PACIFIC R. Co.	On 18th Feb. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	KITO MARU...	Jan. str.	...		TOYO KISEN KAISHA	To-morrow, at 1 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	SIBERIA...	Am. str.	...		PACIFIC MAIL S.S. Co.	On 14th inst. at 1 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	CHINA...	Am. str.	...		PACIFIC MAIL S.S. Co.	On 21st inst. at 1 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	MANCHURIA...	Jan. str.	...		TOYO KISEN KAISHA	On 20th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NIKKO MARU...	Jan. str.	...		NIPPON YUSEN KAISHA	On 28th inst. at D'light
LONDON & ANTWERP via SINGAPORE, &c.	PRINCE WALDEMAR...	Jan. str.	...		NIPPON YUSEN KAISHA	On 17th Feb. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	KUMANO MARU...	Nov. str.	...		NIPPON YUSEN KAISHA	On 21st inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	RYUGA...	Ger. str.	...		MELCHERS & Co.	About 10th inst.
LONDON & ANTWERP via SINGAPORE, &c.	PRINCE WALDEMAR...	Jan. str.	...		NIPPON YUSEN KAISHA	On 19th inst. at 11 A.M.
LONDON & ANTWERP via SINGAPORE, &c.	KURANO MARU...	Jan. str.	...		NIPPON YUSEN KAISHA	On 18th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	KURANO MARU...	Jan. str.	...		NIPPON YUSEN KAISHA	Quick despatch.
LONDON & ANTWERP via SINGAPORE, &c.	TIBODAS...	Dut. str.	...		JAVA-CHINA-JAPAN LINE	To-day, at 4 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	WINGANG...	Brit. str.	...		JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	FOOKANG...	Brit. str.	...		JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	LINAN...	Brit. str.	...		JARDINE, MATHESON & Co., Ltd.	On 10th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	KWONGSANG...	Brit. str.	...		MELCHERS & Co.	About 11th inst.
LONDON & ANTWERP via SINGAPORE, &c.	DEFFLINGER...	Ger. str.	...		HAMBURG-AMERICA LINE	Beginning of Jan.
LONDON & ANTWERP via SINGAPORE, &c.	SEGOVIA...	Ger. str.	...		MELCHERS & Co.	About 13th inst.
LONDON & ANTWERP via SINGAPORE, &c.	INDIAN...	Brit. str.	...		P. & O. S. N. Co.	On 17th inst.
LONDON & ANTWERP via SINGAPORE, &c.	CANDIA...	Jan. str.	...		NIPPON YUSEN KAISHA	Middle of Feb.
LONDON & ANTWERP via SINGAPORE, &c.	COLOMB MARU...	Brit. str.	...		OKO WILK Co., Ltd.	On 19th inst. at 8 A.M.
LONDON & ANTWERP via SINGAPORE, &c.	YEDDO...	Jan. str.	...		HAMBURG-AMERICA LINE	On 28th inst.
LONDON & ANTWERP via SINGAPORE, &c.	BUJUN MARU...	Jan. str.	...		JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON & ANTWERP via SINGAPORE, &c.	SANHA...	Ger. str.	...		OSAKA SHOSSEN KAISHA	On 18th inst. at 8 A.M.
LONDON & ANTWERP via SINGAPORE, &c.	SHIRAKI...	Dut. str.	...		OSAKA SHOSSEN KAISHA	On 9th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SOSHU MARU...	Jan. str.	...		BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
LONDON & ANTWERP via SINGAPORE, &c.	DAIJIN MARU...	Jan. str.	...		DOUGLAS LARPAK & Co.	On 6th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SHENGKING...	Brit. str.	...		DOUGLAS LARPAK & Co.	To-day, at 11 A.M.
LONDON & ANTWERP via SINGAPORE, &c.	HAIKANG...	Brit. str.	...		DOUGLAS LARPAK & Co.	On 10th inst. at 11 A.M.
LONDON & ANTWERP via SINGAPORE, &c.	HAICHING...	Brit. str.	...		DOUGLAS LARPAK & Co.	On 13th inst. at 11 A.M.
LONDON & ANTWERP via SINGAPORE, &c.	HAIFANG...	Brit. str.	...		DOUGLAS LARPAK & Co.	On 10th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	CHIEH...	Brit. str.	...		BUTTERFIELD & SWIRE	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	YUENSANG...	Brit. str.	...		JARDINE, MATHESON & Co., Ltd.	On 10th inst. at 4 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	TRAN...	Brit. str.	...		BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	RUBI...	Brit. str.	...		SHAW, WATSON & Co.	On 14th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	LOONGSANG...	Am. str.	...		JARDINE, MATHESON & Co., Ltd.	On 18th inst. at 4 P.M.
LONDON & ANTWERP via SINGAPORE, &c.	ZAFRO...	Brit. str.	...		BUTTERFIELD & SWIRE	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SUNOKANG...	Ger. str.	...		MELCHERS & Co.	Middle of Jan.
LONDON & ANTWERP via SINGAPORE, &c.	BORNEO...	Ital. str.	...		CARLOWITZ & Co.	On 13th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	CAPRI...	Jan. str.	...		NIPPON YUSEN KAISHA	On 19th inst.
LONDON & ANTWERP via SINGAPORE, &c.	CHRYSA MARU...	Brit. str.	...		JARDINE, MATHESON & Co., Ltd.	On 10th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	KURANG...	Brit. str.	...		JARDINE, MATHESON & Co., Ltd.	Quick despatch.
LONDON & ANTWERP via SINGAPORE, &c.	THAILONG...	Dut. str.	...		JAVA-CHINA-JAPAN LINE	

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PARSAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"DEVANHA," carrying His Majesty's Mails, will be despatched from this for Bombay, &c., TO-MORROW, the 7th January, 1911, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOZKAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed over via Bombay by the R.M.S. "CALLEDONIA" due in London on the 18th February, 1911. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 27th December, 1910.

"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "DENBIGHSHIRE," Captain W. Barrett, will be despatched as above about 10th January. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 20th December, 1910. [123]

CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER DIRECT.

THE Steamship "SUVERIC," FROM HONGKONG, ON TUESDAY, THE 17TH JANUARY, To be followed by the Steamers KUMERIC ... 9th Feb. 1911. AYMERIC ... 9th March. LUCERIC ... 6th April. SUVERIC ... 4th May. KUMERIC ... 1st June.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY Co. Hongkong.

Hongkong, 4th January, 1911. [1446]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, & ADRATIC PORTS).

THE Company's Steamship "PERIA," Capt. Giurgetich, will be despatched as above on FRIDAY, 27TH JAN., at 2 P.M. This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight, apply to SANDER, WIELEB & Co., Agents, Princes' Buildings. Hongkong, 30th December, 1910. [13]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "TOUAREG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG (via KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 3rd January, 1911.

CANADIAN PACIFIC RAILWAY CO.

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong: "EMPRESS OF CHINA" Sat., 14th Jan. "MONTEAGLE" Wed., 25th Jan. "EMPRESS OF INDIA" Sat., 11th Feb. "EMPRESS OF JAPAN" Sat., 11th Mar. From St. John, N.B.: "EMPRESS OF IRELAND" Fri., 10th Mar. "EMPRESS OF IRELAND" Fri., 7th April. From Quebec: "EMPRESS OF CHINA" Sat., 8th April. "MONTEAGLE" Tuesday, 18th April.

"Empress" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 Noon. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the Inland Sea of Japan) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial Express, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers \$43.00 and 1st Class Railway \$24.00.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. L.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (Civil Service) granted to Missionaries, Members of the Naval, Military, Diplomatic, and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. Service of China and Japan Governments. Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI

SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI," Captain Moresco, will be despatched as above on FRIDAY, the 13th January, at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 31st December, 1910. [4]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "SHIMOSA," On or about 27th Jan. For Freight and further information, apply to NODWELL & Co., Ltd. Agents. Hongkong, 5th January, 1911. [158]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS: BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

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Cutler, Palmer & Co.'s



Cutler, Palmer & Co., London.

SIEMSEN & CO., HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 7th Jan.	See Special Advertisement.
AND ANTWERP	SOMALI	3 P.M., 7th Jan.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NILE	About 11th Jan.	Freight and Passage.
LONDON and ANTWERP	CANDIA	About 13th Jan.	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID			

For Further Particulars, apply to
E. A. HEWETT,
Superintendent
Hongkong, 6th January, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
HONGKONG & CEBU	"SUNGKIAN"	On 7th Jan., Noon.
AMOI & SHANGHAI	"SHENGKING"	On 7th Jan., Noon.
SHANGHAI	"LINAN"	On 7th Jan., Noon.
HAIPHONG	"CHIHU"	On 10th Jan., Noon.
MANILA	"TEAN"	On 10th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINIA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 6th January, 1911.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE "INDIEN"		Beginning of Jan.
COPENHAGEN and BALTIC PORTS "SIAM"		About middle of Jan.

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOI AND FOOCHOW AND RETURN. Occupying 9 to 10 Days.

STEAMERS	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 6th Jan., at 11 A.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 10th Jan., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 13th Jan., at 11 A.M.

For **SWATOW** AND RETURN.
(Occupying 3 Days).
"HAIMUN" ... Capt. A. M. Stewart ... SUNDAY, 8th Jan., at 10 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 5th January, 1911.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"NIPPON"	Beginning of February
SHANGHAI, YOKOHAMA and KOBE "YEDDO"		Middle of February

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
Hongkong, 3rd January, 1911.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"	Friday, 6th Jan., 4 P.M.
MANILA	"YUENSANG"	Saturday, 7th Jan., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Saturday, 7th Jan., 4 P.M.
SHANGHAI	"KWONGSANG"	Tuesday, 10th Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 10th Jan., Noon.
MANILA	"LOONGSANG"	Saturday, 14th Jan., Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.
Passengers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chasoo, Tientsin & Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER.
Hongkong, 6th January, 1911.

PHILIPPINES S.S. CO.

SHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Hoile & Cebu	On 11th Jan., 4 P.M.
ZAFIRO	4000	E. Rice	Manila, Cebu & Hoile	On 18th Jan., 4 P.M.

For Freight or Passage apply to
SHEWAN, TOMES & Co.
General Managers.
PHILIPPINES S.S. Co.
Hongkong, 30th December, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SEGOVIA ... 12th Jan.	S.S. BEISGAVIA ... 18th Jan.
S.S. SAMBIA ... 28th Jan.	FOR HAVRE, BREMEN & HAMBURG:
S.S. SILESIA ... 10th Feb.	S.S. SCANDIA ... 19th Jan.
S.S. PREUSSEN ... 27th Feb.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. RHEINFELS ... 12th March	S.S. SLAVONIA ... 22d Feb.
	FOR MARSEILLES, HAMBURG & ANTWERP:
	S.S. SAXONIA ... 10th Feb.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SEGOVIA ... 15th Feb.
	FOR ROTTERDAM & HAMBURG:
	S.S. SPEZIA ... 20th Feb.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 5th January, 1911.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

SHIP	TONS	DATE
S.S. KIYO MARU	17,200 tons gross	Sail Feb. 18th, at Noon.
S.S. BUYO MARU	10,500 "	" April 19th, at Noon.
S.S. HONGKONG MARU	11,000 "	" June 17th, at Noon.
S.S. KIYO MARU	11,200 "	" Aug. 15th, at Noon.
S.S. BUYO MARU	10,500 "	" Oct. 14th, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 13th, at Noon.

K. MATSUDA, Manager.
TOYO KISEN KAISHA, King's Building.
Hongkong, 4th January, 1911.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"		TUESDAY, 10th Jan., at Noon
VICTORIA, B.C. & TACOMA VIA NAGASAKI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 25th Jan., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSAI VIA SWATOW, AMOI	"DAIJIN MARU"	MONDAY, 9th Jan., at 8 A.M.
ANPING VIA SWATOW & AMOI	"SOSHU MARU"	WEDNESDAY, 18th Jan., at 8 A.M.
SHANGHAI VIA SWATOW, AMOI & FOOCHOW	"BUJUN MARU"	THURSDAY, 19th Jan., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.
S. HIROI,
MANAGER

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O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,
DEPOT: 55 & 57, DES VŒUX ROAD.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJILIWONG	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJILATJAP	JAVA	Second half of Jan.	JAPAN	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 22nd December, 1910.
Telephone No. 375.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	ATSUTA MARU	9,000	WEDNESDAY, 18th Jan., at Daylight
	HITACHI MARU	7,000	WEDNESDAY, 1st Feb., at Daylight
	MIYASAKI MARU	9,000	WEDNESDAY, 15th Jan., at Daylight
	KAMAKURA MARU	7,000	SATURDAY, 28th Jan., from Kobe
VICTORIA B.C. & SEATTLE	TAMBA MARU	7,000	TUESDAY, 31st Jan., at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKO-	AWA MARU	7,000	TUESDAY, 28th Feb., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	6,000	FRIDAY, 20th Jan., at Noon
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU	6,000	FRIDAY, 17th Feb., at Noon
SHANGHAI, MOJI and KOBE and YOKOHAMA	KUMANO MARU	6,000	WEDNESDAY, 18th Jan., at Noon
	COLOMBO MARU	5,000	TUESDAY, 17th January
	KITANO MARU	9,000	THURSDAY, 19th Jan., at 11 A.M.
BOMBAY via SINGAPORE, COLOMBO	CHYLON MARU	6,000	THURSDAY, 19th January

§ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

Steamers	Tons	Leave H.K.	Leave H.K.	Leave H.K.
MIYASAKI MARU	9000	15th Feb.	1st Class	S. Y. 550.00
KITANO	9000	1st Mar.	2nd Class	R. 825.00
IYO	7000	15th "	2nd Class	R. 360.00
HIBANO	9000	29th "	2nd Class	R. 540.00
TANGO	8000	12th April	1st Class	R. 500.00
KAMO	9000	26th "	2nd Class	R. 750.00
AKI	7000	10th May	2nd Class	R. 330.00
MISHIMA	9000	24th "	2nd Class	R. 495.00

Steamers, Tons, Leave H.K.

Steamers	Tons	Leave H.K.	Leave H.K.	Leave H.K.
AWA MARU	7000	28th Feb.	1st Class	S. 230
INABA	7000	23rd Mar.	2nd Class	S. 221
TAMBA	7000	25th April	1st Class	S. 280
AWA	7000	23rd May	1st Class	S. 259

For further information as to Freight, Passage, Sailings, etc., apply at
T. KUSUMOTO, MANAGER.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHINESE OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911.
Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.
Japan Office:—
32, WATER STREET, YOKOHAMA.

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Monteagle* arrived at Shanghai at 6.30 p.m. on the 2nd inst., and left again at 5 p.m. on Tuesday for Hongkong, where she is due to arrive at 6 p.m. to-day.
The C.P.R. Co.'s str. *Empress of India* left Vancouver, B.C., on the 28th ultimo p.m., for Hongkong via usual ports of call.
THE AUSTRALIAN MAIL.
The I.G.M. str. *Prins Waldemar* left Sydney on the 17th ult., at 11 a.m., and may be expected here on or about the 8th inst.
The E. & A. str. *Empire* from Sydney, &c., left Port Darwin on the 3rd instant for Manila and this port.
THE AMERICAN MAIL.
The P. & O. str. *Manchuria* sailed from Yokohama on the 1st inst., and is due to arrive at Hongkong on the 9th inst.
The P. & O. str. *Asia* sailed from San Francisco on the 27th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 24th inst.
THE INDIAN MAIL.
The Indo-China str. *Kamsang* from Calcutta and the Straits left Singapore for this port on the 31st ultimo.
THE GERMAN MAIL.
The I.G.M. str. *Deutscher*, carrying the German Mails with Deser from Berlin of the 14th ult., left Colombo on the 2nd inst., and may be expected here on or about the 13th inst.

NOTICE TO KOWLOON RESIDENTS
Extra Copies of Daily Press are on Sale daily at the following Stalls:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs. H. RUTON & SONS, Kowloon Store, No. 36, H. Lane Road.
Messrs. HUNG CHEONG, Haiphong Road.
Mr. AH YAU, Hongkong Ferry Wharf Stall

